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MISCELLANY.

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FRENCH NAVAL PORTS AND DOCKYARDS. L'ORIENT.

The abrupt rocky hills about Cape Finisterre, at the head of the Bay of Biscay, go on gradually lowering as the land runs to the eastward, towards the bottom of the bay, till at L'Orient, and further to the southeast, they terminate in low clayey and muddy flats, up which the sea forms various inlets, following up the mouths of the rivers, such as the Vilaine, the Loire, Escorff, and Blivette. All the islands, however, throughout the whole coast, as well as the head-lands, are still the same hard rock, but slightly covered by the soil; in some places rising into rugged precipices, as at La Roche Bernard, at the mouth of the Vilaine. Thus the upper parts of the town of L'Orient are on a gently-elevated rocky rise, while the lower parts of the streets lie on the muddy margin of the sea, at well as the dockyard at the mouth of the river to the east of the town, part of which is so flat as to be often covered by the tide, particularly the upper end, where they are at present raising it, and securing it against the overflowing of the river (Escorff) and tides.

Looking to seaward, the river-way and harbor, little more than a long channel, is chiefly sheltered by Port Louis Point, (beyond the small island of St. Michel,) and the Point Talit, on the west side—the Ile de Croix stretching partly across outside all, breaks off the heaviest storms and sea from the southwest, distant about seven miles; to the south and east, Quiberon Point and light-house are just in sight, inside the island of Belleisle. They are both in sight only from the column of the dockyard, at an elevation of a hundred feet above the houses.

It is well known how much L'Orient has fallen off in its outward trade, of which there is indeed little or nothing left. Small coasting craft are the only vessels seen at the mercantile wharves on the west side. While, however, this last feature of its importance has dwindled to nothing, the naval dockyard has increased and improved ten-fold since the peace of 1815. It is pre-eminently a port of construction; at this moment there are six line of battle ships and eight frigates on the stocks, all in a very forward state. Nine of them are on slips on the east bank of the river's mouth, opposite the upper end of the dockyard; the rest (including a man of war steamer, half built, on which they are actively at work) are in the yard.

Previous to speaking more particularly of the dockyard, a word or two of the town itself, which stands on a sort of peninsula, formed by the river to the east, and a branch of the sea running up its north-west side. The fortifications are carried across from just outside of the dockyard wall, on the east side, to the bridge communicating with the country to the west. They are old, and have no guns mounted. The only battery is on the point of the angle, on the sea face, at the Artillery Dépôt, on the west face, below the merchant wharves. This battery is a platform one, not calculated for defence—as the place is sufficiently defended from the sea side by the heavy batteries of Port Louis, outside the Lazaretto of Ile St. Michel, together with the intricate channel within. The shores on all sides are mud banks at low water. The town is small, regular, and well built; the streets light and airy; the houses, for the most part, but of two stories, unlike most French towns. It has a regular garrison of a regiment, or sometimes three battalions; fewer soldiers are requisite, as they

have the happiness of having got rid of the "Forcats," long kept here, as at Toulon and Brest. These convicts have been added to those at the latter place, partly because they can be better taken care of, from the natural insurmountable walls of the yard. At L'Orient it is much more easy to escape, the country and shores being low and easy of access on all sides. The dockyard wall, forming the eastern boundary of the town, though high enough and well enough watched for ordinary purposes, yet would form but an insufficient barrier to their indefatigable contrivances. There were other reasons for their removal, no doubt, and not the least the strong dislike the townspeople have to their vicinity.

There are no public works of any magnitude except the barracks, just built, within the bastions of the north side, which are 120 yards long by 60 deep, of three stories, everywhere of a thickness, solidity, (in granite and other hard stone,) and perfect finish, worthy of imitation in public buildings; the coping-stones, of granite, measure, singly, five feet by three! The only church, in the centre of the town, has been built of late years, at least its square tower. The market is held below it, on the place, where there a statue of Bisson, the naval Lieutenant, who blew up his sloop on being worsted in an engagement up the Adriatic. As has been remarked, there is at present very little doing in a commercial sense at L'Orient. Beyond its being a garrison town, and the *sous-prefecture* of the Department, it has nothing of the bustle of business, with the exception of the dockyard, which, however, conceals its activity within its own walls.

The great trade with India, once carried on here, seems entirely at an end. There was nothing at the wharves, out of a dozen small craft, larger than a brig of 150 tons, and those employed in the coasting trade to the north, on their own coast, or to the Baltic; none to England, nor a single vessel of our nation. With this listless inactivity at the sea-side, there is a corresponding poverty of storehouses and magazines; while the ordinary shops of the streets are but poorly supplied with their own manufactures, not much enlivened or assisted by a kind of itinerant mercers, who traverse all France, from the Normandy cotton manufactories whose agents hire rooms in all the towns for a short time, where their travelling clerks force the sale of their cotton goods by immense placards, ("*aux habitants de cette ville.*") and lower prices than the regular country shopkeepers can afford to sell the same things for—probably obtained in the first instance from those same wholesale manufactories. In a word, nothing can be less understood, even to this day, than the true spirit of commercial enterprise, foreign or domestic. Individuals make a stir, but over the whole there is a most stupid political restriction, that is seen and felt in every corner of the kingdom.

The naval establishment of L'Orient is, like the other royal ports, presided over by a Maritime Prefect, who has his house and offices within the dockyard walls, at the south-west end, close to the Mount of the Observatory and the column erected here by the merchants of the town, in the days of their prosperity, to look out for their *Indiamen* homeward bound. The Observatory is shut up.

The dockyard in form may be said to be an oblong square, narrower, however, at its southern extremity, where the Marine barracks, arsenal, sea-store houses, artillery dépôt, and victualling stores, are situated; occupying the wharves on the river face, which, reckoning its length from the lower chain, at the point, to the upper wall, is about 1,200 yards; and in the

widest part (recently taken in at the upper end) about 400 yards. From the upper wall of the yard, on the river side, the booms for enclosing it above across the river to the head of the building-slips on the opposite side run in a diagonal direction upwards to a guard lying at the end of the wall on the opposite bank, that likewise encloses that part, and which, sweeping round, comes down on the shores to high water mark, nearly opposite the Admiral's guard-ship, lying at the lower part of the yard, about 200 yards above the lower chain, already mentioned.

The river, or rather this arm of the tide water, is about 500 yards wide, over to a causeway or jetty running out from the lower end of the building-slips on the opposite side, and sweeping round to the south-east, in the segment of a circle, below the south point of the yard, as if to define the entrance more exactly, as all within it on the opposite bank is a low mud flat, over which the tide runs to a great extent, making it difficult, without some such barrier, (it is of wood,) to secure the entrance.

The lower part of the yard, next the town, has a double wall, the inner one shutting out the Admiral's house and offices; and a kind of mall in front of it, planted with trees, where the public are admitted to walk; so that, strictly speaking, it is not within the dockyard, though there is a sentinel and porter at the outer gate, at the end of the street.

The victualling store-houses, cooperage, the barracks, steam engines, block-houses, ship store-houses, foundries, wood, iron, rope, and sail store-houses, together with all the smaller furniture store-houses in the lower part of the yard facing the wharves, are as solidly well built of stone as at Brest, and of two stories above the ground floor; the dates of their new roofing or repairs marked on them in large black letters, mostly dated from the year 1821, and showing the greatest state of activity and improvement from that period. There is one excellent dry-dock, large enough for any three-decker, or two sloops of war, constructed of granite, with every possible convenience, and with all the improvements suggested by our experience in building and repairing men of war since the peace, even to an iron hoop or ring running round all, at the upper edge, to which swivels and rings are fastened, for ropes to the shores on all sides, independent of the larger rings in the granite blocks, and the cannon and capstans planted round. Above the dock, about the centre of the yard, (behind which the double wall merges into one along the rope-walk,) are a range of offices, headed by the Superintendent's.

Close north of the dock, two line of battle ships, three-deckers, are on the stocks, under cover of a semicircular form of roof, on granite columns. These are fine ships of 90 and 100 guns, (the Bayard and Jemappes.) Like most of the others, they are planked up, and might be launched in a very short time, if required.

North of these, the buildings come down closer to the water, near where the sheers are erected, on a very extensive and solid platform. This part, which is about half way, seems to have been the extent of the yard last war, all beyond having been taken in since. Here, too, some of the old buildings are taken down, and are being replaced by larger ones, prolonging those of the foundries and block-machinery.

Continuing upwards, behind these buildings, are two first-rate frigates on the stocks—the Andromaque, 60, and Similante, 60; the ribs of the Brandon, man of war steamer, on an improved construction, just set up on a slip alongside of them, and on which vessel alone they were actively employed at the moment, (October, 1837.)

Behind these frigates are long ranges of offices, and several sheds for seasoned store-timber for immediate use; the Surgeon's office and hospital for accidents just beyond, lying behind the mast-house,

and in a line with the office of the Superintendent. &c. Advancing beyond these last slips, the ground is intersected by a canal through the yard, to a double row of boat-houses and wet-docks, beyond which, to the upper wall, the yard is covered by great piles of oak and fir timber; near the water, the pine in the rough trunk state; and farther behind, the oak in squared logs; there were 50 piles of fir or pine, and 20 (each of 100 logs) of oak. Besides facilitating the launch and transport of boats, timber, &c., in the yard, the canal intersecting the yard at this part (which has two branches, one running to the mast-house for the transport of the masts and yards, and another as a floating tank for spars) answers the purpose, likewise, of a drain until the ground is more raised above the river, which is now in progress. All this end is thickly covered by large blocks of stone, chiefly granite, for the various improvements in hand.

To the north of the sheers (which are about midway the length of the yard on the river side) it is unpaved, and still in the rough; opposite the sheers, too, the chief buildings terminate; the last being the weighing-house, at the back of the foundry, and block-house, and carpenters' workshops. These buildings, as well as most of the others at the south end, are in squares, the courts of which are available for each particular destination: the cooperage, for the casks; that of iron stores, for ranges of anchors; the artillery, for their guns, &c. &c.

Some few tiers of anchors, cannonades, and long guns, together with pyramids of shot, are placed round the entrance of the yard, extending to the wharf, near the Admiral's ship or guard; which vessel, like all the others, is moored at the wharf merely as a *corps de garde* and office connected with the superintendence of the police. Here, however, courts martial sit, when they take place.

Moored off the dockyard along up the river there were several hulks, but only two sloops of war capable of being fitted for service; together with a large *gabarre*, or trooper, opposite the Marine barracks, for the exercise of the sailor-boys and seamen not draughted to sea-going ships. Of the boys (*mousses*) there were 200, under much the same regulations as those at Brest, except their not being kept afloat.

In this yard, as well as the others, there is a model-loft, a school of design, and sculptors' rooms. In the drawing-school, it appeared as if a good many boys (said to be 200 destined for the navy) received daily lessons, from the number of benches, slates, and drawings, hung up along their desks. Under the same roof is the ship-building department, consisting of the principals and their *élèves* in classes—on the same footing as at the other royal ports.

Though there is less actually doing in the fitting-out of men of war than at Brest yet it is evident that the yard has every facility, and almost to any extent. There are 2,000 workmen constantly employed as it is, together with fatigue-parties of the garrison soldiers, who receive an additional pay for such extra work. A good many were employed in the upper part of the yard, forming anew the stacks of building timber, &c. On the opposite side of the water, at the chief building-slips, there is nothing going on beyond the necessary care of the ships on the stocks and the stores of building timber in houses behind them. Of these ships, there were four of the line and five frigates, all within very little of being ready for launching; having been, the greater part of them, built for some time. They are carefully housed in, and lay in a tier with their sterns to the west. Taken on the whole, L'Orient is of more consequence as a building port, than for its activity in fitting out men of war. There are large stores of timber, and a great number of effective shipwrights, (one-half out of 2,000 men,) still attached to the yard, though reduced in their day's work to the lowest scale of the peace establishment. There being nothing in hand

but the man of war steam vessel mentioned, and the men of war's boats, of which there are a good many in hand, with the number of ships almost ready for launching, (fourteen,) things are kept in a state capable, on the shortest notice, of sending them afloat. Thus, while their timbers are kept open for inspection, repair, or replacing, and while they are still strangers to the irremediable mischief of the dry-rot, it is, of the two, more economical for the State to keep them on the slips, than to have them painted, coppered, covered in, and anchored afloat; not but that the French are perfectly aware of the still greater efficiency and economy of reserving their building strength in their *hands* and *stores*, ready for the times only when they are really wanted. The most part of those ships have been built, if not all, by reason of the numerical poverty of their fleet at the close of the war in consequence of captured and other losses; with an eye to the new order of things sprung up within the last twenty years—not the least, perhaps, the untried, though not unimaginable, power of steam vessels of war acting in future fleets.

In narrow seas, near the supply of coals, and as floating *locomotive batteries* for the defence of any coast, there can be no doubt of their being used on all sides in any future war.

For instance, England might be defended by a dozen steam-batteries of this kind (divided between the river, Portsmouth, and Plymouth) against the united fleets of all the Continent. An *invasion* would be *impossible*; nor could any fleet live against the united force of such steamers, made cannon-ball proof, (after the plan of the American steam frigate *Fulton*, burned by accident at the Brooklyn ferry at New York, some years ago.) Such a vessel, with her engines and quarters secured from shot, would be invulnerable. With a very few heavy guns on board, taking up any position at pleasure, it may be easily seen that not only no single ship could stand her, but that no fleet could be safe against half a dozen such forts, capable of concentrating their fire on themselves, and scattering their fire in every possible position.

Neither could they be boarded. This dim certainty of the capabilities of a steam warfare sets aside other means of offence speculated on, such as their steam-guns, scalding water thrown on the enemy's decks, &c.; the practicability of which may be doubted, at any rate may be fairly dispensed with. In a word, for long voyages, and for an offensive warfare on the open ocean, steam-vessels, however shot-proof, and otherwise efficient, will be found impracticable; but, as an irresistible means of defence on our own coast, and at our own harbors' mouths, there can be no shadow of doubt of their complete efficacy, even though they should not be shot-proof, except in the wake of the engines, broadside on. We may be sure, however, of another thing. Whatever is known to, and invented and constructed by, any one of the four great rival powers afloat, will be immediately taken up and employed by the others; with this difference, the more particularly in our favor, that steam will be only redoubtable close in with its own shores, on the defensive. It will even be comparatively dangerous, certainly feeble, carried far from its supplies, on the offensive. Whatever advantages other powers may have in other things, with us remains the very great one of our coal at hand, and the facility and excellence of our engines. Thus, I think, with very little forethought, we need never fear any "sweeping of the Channel" by Van Tromps or combined fleets, nor bearding us at the Nore; those days have gone forever. Allowing that our fleets at sea were outnumbered—which is, indeed, likely enough, in case of a general naval war—still we are secure in this one arm alone. Why it is allowed to remain so entirely dormant as to any tangible illustration of a certain a theory among ourselves, is another mat-

ter. Compared with this, building large frigates, or even large line of battle ships, is a mere childish waste of our sinews of war, the public money. We most particularly are obnoxious, on many accounts, to blockade and invasion; which, from their vast extent and population, the rival powers opposed to us, (still opposed, and ever will be, the Russians, Americans, and French) are not exposed to; and yet we wait, it would seem, for these powers to show us the way to create these floating batteries. The Americans have already done it; but we might have the satisfaction of having, at least, a sample in this way, to improve and multiply on when wanted. Out of all our shells of Government steamers, kept for the Post Office chiefly, we have nothing at all approaching what we shall want one of these days. Out of the hundreds of thousands expended yearly on all sides by Government as the bare current expense of the year, that such an active steam battery should not be built, officered and manned, and moored at the mouth of the Thames, and run round occasionally to the other ports, manœuvred and *tried* in every way, &c., is, to say the least of it, improvident. Such single floating battery could create no political sensation abroad, and would be a wise, quiet satisfaction to ourselves, certainly to maritime and thinking practical men. It is of no use going to sleep over this question. That we shall want them is as easily foretold as a change of weather may be by a barometer, or that, when clouds tumble over each other from the southwest advancing, it is very likely to rain. Although ladies in Hyde Park know nothing of such a sign as the dark curtain spreading over Kensington Gardens, yet few sailors who ride or walk with them but have a shrewd guess of a fall before long, without the necessity of the first sprinkling to be aware of it. Very true, we might possibly carry our umbrella shut up, (in our steam battery,) to no purpose for an hour or so—ten or fifteen years more; but here the metaphor may fairly drop in our favor, as it would not be to no purpose; we should have had a practical knowledge of what can be done in this way—a very essential thing to be satisfied in. The economy of our building establishments cannot be pleaded about the matter, nor the economy of officers, men, or their pay. It would be rather collecting in a new focus energies of all sorts now latent, or wasted to no purpose whatever, either in present utility, or prospective good.

But to the immediate business in hand. The naval yard at L'Orient is under the same internal regulation as the others. All duties are strictly and exactly defined from the daily progress reported to the Admiral from the Post Captain's office, to the bell ringing, and chequered flag hoisted at the sheer heads for the workmen's egress and ingress. There are fewer sentinels than at Brest, in consequence of their no longer having convicts in the yard; yet, independent of the porters and *gens d'armes* at the chief and a lateral gate, there are sentries posted besides, at the upper and lower ends, with the same general superintendence of subaltern officers. Moored off the yard, in addition to the vessels mentioned, there are only two or three old hulks, mud machines, and the two new corvettes, housed in. None of them are masted, except the exercising ship abreast the barracks at the lower end of the yard.

In the mast-houses, besides a good many masts and yards in store ready, they were at work making others, though not in any numbers. A first-rate made main-mast is found best in fourteen pieces; the expense of such a mast, on an average, about 25,000*l.* (or 1,000*l.*;) of which only 1,000*l.* (or 40*l.*) is taken up by the workmen in making it. In other ranges of workshops near, they were at work on the new top-gallant mast fids already alluded to as unclamping on each side on the cross-trees.

The solidity and goodness of the boat-building is

remarkable here, as well as at the other ports. Their scale is much larger than ours for the same rates.

The launch building for the *Penelope*, 60-gun frigate, was 38 French feet, by 11. The fitting rollers to the stem and davit astern, and the horizontal strong planking round the thwart ends, (as if carrying the stern-sheet boarding right round on the thwarts,) is generally adopted; it must, certainly, strengthen the boat greatly, without much increasing the weight. Thence the great improvement, but it is otherwise a convenience. The stern-sheets are invariably boarded up, forming close lockers aft, at once keeping things dry, and water out in a sea way, besides the added strength to such slight structures.

On a general review of every thing sent out of the yards of France, it must be acknowledged that every item is finished and put out of hand in the most masterly style, of the best materials, and of the best known plan, from the ship's hull to the jolly boat, from the mainmast to a handspike; if, with such materials, their sailors cannot get on at sea, the fault is wholly and only theirs, for never was there anything more ample and honest than their fit-out from the yards; nor is it alone in these more essential requisites; no matter in what department, the supplies are most ample; little or nothing is left, either, to be done on board, as to the handiest way of contriving things for comfort or utility; once known, any improvement suggested by the officers afloat is immediately acted on and adapted to the whole. In this respect there is an active and good intelligence between the fleet and the government at the sea side, discarding all petty interests, and invidious and individual distinctions. It matters very little where a thing originates, so that it be acted on, on the good sense and understanding of its merits—not after years of inconvenience, years of dogged abuse or absurdity—but promptly and efficiently on the spot—to the ship or the concerns of the whole fleet.

The Admiralty at Paris, it would seem, is wisely guided by her naval men of note at her ports, in the originating changes for the better, and, indeed, in the whole organization. While this sort of good sense and good faith to the nation reigns, it matters very little how far off the seat of the chief authority is held *pro forma*, or who the nominal head may happen to be. The effect afloat is as if the Board of Admiralty sat in the cabin of each ship, intent on having everything as it should be, if only for their own individual sakes and interests. Thus there is a wise vigour, united to a prudent and strictly even-handed economy, in every sense of the word.

From the United Service Journal, Sept., 1838.

FRANCE.

STATE OF THE CAVALRY HORSES.—It appears by the returns laid before the late Chamber of Deputies by the Minister of War, that the horses at present attached to the cavalry are composed of 3,037 under five years of age, 6,337 between the ages of five and seven, 4,871 between seven and ten, 17,102 between ten and 15, and 2,211 above fifteen, the whole number being 33,558. As no horse under fifteen years of age can be considered fit to encounter the toil and hardships of a campaign, and two-thirds at least of those above ten must come under the same head, it may without exaggeration be assumed, that out of these 33,558 horses, there are scarcely more than 18,000 fit for active service in the field. To this it should be added that a Board of Officers, appointed by the Minister of War, has reported that 18,000 out of the whole number of horses which are attached to the military service, and amount to nearly 60,000, are annually lost to the service in consequence of the bad state of the stabling. In order to remedy this grievous evil, it is proposed to floor the stalls with mineral pitch or asphaltum. The first experiment has already been made in Lyons.

THE ARMY.—The effective strength of the Army for 1838-9 is fixed at 377,643; namely, 278,066 infantry and 51,276 cavalry for the Home and Colonial Services; 1,522 for Ancona; and 38,000 infantry and 8,779 cavalry for Africa.

THE NAVY.—The dockyards contain at this moment twenty-seven ships of the line, and thirty-seven frigates in course of building; and there are twenty-four ships of the line and thirty six frigates at sea. The cost of a steam vessel of 150 horse power, when fully equipped and armed, is about 500,000 francs, or 20,000*l.*; and the monthly outlay she occasions is from 12,000 to 15,000 francs, 480*l.* to 600*l.* The newest ship of the line, the *Hercule*, is not two years old; the oldest, the *Ocean*, is forty-seven years old; the *Majestueux* is thirty-five; the *Commerce* thirty-one; the *Marengo* and *Nestor* are twenty-seven; the *Trident* and *Diadem* twenty-seven; the *Ville de Marseille* and *Montebello* twenty-five; the *Scipion* is twenty-four; the *Jena* twenty-three; the *Alger* twenty-two; the *Neptune* and *Saint Petri* are nineteen; the *Souverain* is eighteen; the *Agésilas* fourteen; the *Couronne* thirteen; the *Souffrein* eight; and the *Jupiter* and *Genereux* are six. Twenty of the frigates have not yet been twenty, and eleven have been more than twenty years in the service. Between the years 1810 and 1838 twenty ships of the line have been launched; and between the years 1820 and 1837 forty have disappeared from the navy list.

SCHOOL FOR NAVAL APPRENTICES.—Two brothers, of the name of Laporte, have set an establishment on foot at Bordeaux, for the purpose of providing an asylum for destitute boys, as well as opening a nursery for good seamen. An old church has been assigned to them; but as it was too confined to receive the first eighty-nine boys admitted on the books, a between-deck was constructed sixty feet above the ground floor, on the model of the deck of a small frigate: in this part, the discipline and arrangements of the naval service are rigidly observed. An observatory has also been erected on the church steeple, and fitted up exclusively for nautical astronomy. Masts, with a complete set of rigging, have been set up between the floor and the deck, in order to make the boys adepts in this part of navigation. A false deck, made of moveable planks, has also been laid down for the purpose of accustoming them to balance their bodies and steady their footing in rough weather: they are also taught the use of the pistol and carbine. About 200 boys have already left the school, after attaining the age of sixteen, and are now employed in the merchants' service.

THEORY OF STORMS.—At the meeting of the Mathematical Section of the British Association on Monday last, at Newcastle, Sir John Herschell, Bart., in the chair, Col. Reid, of the Royal Engineers, read an interesting paper on the progress made towards developing the law of storms, and what seems further desirable to be done to advance a knowledge of it. He began by stating, that his attention had been more particularly directed to the subject in the year 1831, when he was employed as an engineer officer at Barbadoes, immediately after the great hurricane of that year, which, in the short space of seven hours, killed upwards of 1,400 persons on that island alone. Since that time he had made numerous researches into the logs of vessels which have been exposed to great storms, and combining their information with what he could obtain on land, he had been led to the conclusion that storms have a revolving motion, in a course opposite to that of the hands of a watch. Hence he was led to believe that, in accordance with the order of nature, they would be found, in southern latitudes, to revolve in a precisely contrary direction to that which they took in the northern hemisphere. They might thus expect that the problem so long desired to be solved,

viz., on which side to lay a ship in a storm, would now be explained. By watching the mode of veering off the wind, that portion of a storm into which a ship was falling might be ascertained. The object required was, that the wind, in veering, should veer aft, instead of ahead: and that a vessel should come up instead of breaking off; to accomplish which, the ship must be laid on opposite tacks, on opposite sides of a storm. After some observations on the law supposed to regulate water-spouts, the gallant Colonel concluded by strongly recommending the preservation of the log-books of merchant vessels at the principal seaports of the kingdom, and by hoping that Newcastle would be the first to set the example. The President stated the singular opinion that the spots of the sun were produced from the operations of similar causes that produce terrestrial monsoons, which move in a parabolical curve in different directions in both hemispheres of the earth and sun.

STEAM NAVIGATION.—At a meeting of the Mechanical Section of the British Association for the Advancement of Science at Newcastle, on Saturday last, Dr. Lardner described a newly-invented "self-recording steam journal." By this instrument, one of which was exhibited, he proposed to record for every five minutes of time:—1. The pressure of steam between the slides of the steam valve. 2. The pressure of steam in the boiler. 3. The state of the vacuum in the condenser. 4. The part of the stroke at which the steam is cut off when it works expansively. 5. The quantity of water in the boilers. 6. The saltness of the water in the boilers. 7. The velocity of the paddle-wheels. 8. The draft of the vessel. 9. The trim of the vessel. 10. The rate of the vessel. 11. The course of the vessel. 12. The apparent force of the wind. 13. The apparent direction of the wind. The above he proposed to register by self-acting mechanism, except the eleventh (the course of the vessel), the indicator of which would require occasional manipulation. Dr. Lardner pretends in his statement that the passage to America by steam was a chimera, as has been represented.

From the Southern Literary Journal, for August.
RANDOM RECOLLECTIONS OF THE REVOLUTION.

Col. PHILEMON WATERS, a native of Virginia, served with Washington in his first campaign against the French and Indians.

He was an active, daring officer, with a head to conceive and a hand to execute the most difficult enterprise. He was in most of the regular actions fought at the south, and in many a partisan affair. He often said, he "never was in a pitched battle, in which he was not defeated." "Eutaw," he said, "was the nearest approach to a victory in such a battle, in which he had ever participated;" but, said he, in the boastful style pardonable in the veteran soldier, "I never fought a partisan affair, in which I was commandant, in which I was not victorious."

At the battle of Stono, he commanded a company, and on the retreat, observing an American field piece, which the men had abandoned, he ordered his own men to lay hold of the drag ropes, and in the face of the enemy succeeded in bringing it off.

He was a Major in Sumter's State troops, and partook largely in all the honors and perils of Eutaw.

After that time he erected a blockhouse on his own plantation, at Waters' Ferry, Saluda river, and encouraged the tories, by promises of protection, to come in, lay down their arms, and become peaceable citizens. Many, very many of the deluded citizens of Newberry and Edgefield, confiding in promises which they believed would not be, and which were not, broken, returned to their homes, and became useful men and good citizens.

In some one of his partisan affairs he had captured a tory, who by his activity had rendered himself ob-

noxious to many. On Waters' command uniting with a larger party under the command of a superior officer, the latter determined on killing the prisoner; he drew his sword, and rushed forward to strike, but the stern and unbending old soldier, Waters, threw himself between them, and announced to his superior that the prisoner was under his protection, and "should not be harmed." The purpose of vengeance was not abandoned. Waters was peremptorily ordered to stand out of the way! "Africa," said he to his servant, "bring me my rifle!" No sooner said than done. With his rifle in his hand, and with an eye that never quailed, he said to his superior officer, "now strike the prisoner!—the instant you do it, I will shoot you dead!" It is hardly necessary to add that the blow was not struck, and the prisoner was saved.

Major JOHN CALDWELL was one of the first settlers of Newberry District. He was a deputy surveyor, and made many of the first surveys on Saluda, Bush river, Mudlick, and Little river. Some idea of the manner of living and scantiness of fare to which the first settlers were subjected, may be formed from a supper made by Major Caldwell, on one of his surveying trips, at the house of Barney Mounts, who was rather better provided with the means of living than his neighbors. The whole supper consisted of "mush (boiled corn meal) and hog's head." During the progress of the Major's attack upon the "mush," his host, with kind and hospitable interest, was constantly exclaiming to his wife, "bring a leetle more of the hock's putter to make the Maj'r's mush go down slickery."

General LEVI CASEY was an active partisan officer in the Revolution. I have heard his courage and presence of mind highly commended. On one occasion, riding alone, as he turned an angle in the road, he discovered a large body of tories in his front. The meeting was wholly unexpected on both sides. Without an instant's hesitation he drew his sword, sprang forward, exclaiming, "Come on, boys," checking his charge, he turned his horse around, and galloped back the way he came, as if to bring on his men. The feint was successful—the enemy prepared for the expected rencontre, and before they were aware of the deception, Casey was in safety.

He was celebrated for his mercy to prisoners. A circumstance illustrative of this came to light during the time he was canvassing for a seat in Congress. His principles had been coarsely assailed by a man of the name of Hogg. Meeting him afterwards at Newberry Court House, he said to him, in the midst of their fellow citizens, "These arms (extending his arms) covered and protected you from the swords of my men, when, in the Revolution, you were found in a suspected place. From you I expected gratitude, not abuse; but I was wrong—from a hog I ought to expect no more than a grunt."

From the Bangor, Me., Republican.

We publish to-day an account of the public dinner given by the citizens of Houlton to Col. Clarke, and take this opportunity to add our testimony to theirs, of his worth, both as a soldier and citizen. We had the pleasure of an introduction to Col. Clarke on his first arrival in Maine to select a site for Hancock Barracks, and superintend their construction, and have known him intimately ever since. Although we rejoice at his promotion, we regret in common with all his acquaintance, his removal from the State. He is precisely what an American officer should be—plain and unostentatious, but always gentlemanly—rigid in discipline, but kind to all under his command. His patient endurance of the toils and privations of the camp, and his gallantry in the field during the late war, secure to him the respect even of those who have not the pleasure of his acquaintance. His high sense of honor, and his intimate acquaintance with the laws of nations, and the rights and obliga-

tions of friendly powers, eminently qualify him for the station to which he is called upon the Northern frontier.

TRIBUTE OF RESPECT.

The citizens of Houlton, having been informed that Lieut. Col. Clarke was about to leave the command at Hancock Barracks, adopted measures to tender him a public dinner in testimony of their esteem for his character—in consequence of which the following correspondence took place:

Houlton, Me., Aug. 13, 1838.

Sir: Having understood that in consequence of your promotion to the lieut. colonelcy of the 8th regiment of infantry, you are about to be removed from this command, the citizens of Houlton, desirous of manifesting their esteem for your character, both as a soldier and a gentleman, and duly appreciating the interest which you have invariably exhibited for their prosperity and happiness during the long period you have commanded the U. S. troops at Hancock Barracks, have instructed the undersigned as a committee to invite you to partake of a public dinner at Mr. Hasey's hotel, on such a day as you may be pleased to designate.

In presenting this expression of esteem entertained for you by our fellow citizens, we avail ourselves of the occasion to offer our individual congratulations on your recent promotion, and our regret for the separation which is to result from it.

L. PIERCE,
E. KILLERAN, } Committee
J. HOULTON, } of
E. PACKARD, } Arrang'ts
J. W. TABOR.

Lt. Col. CLARKE, 8th Infy., Hancock Barracks.

Hancock Barracks, Aug. 14, 1838.

GENTLEMEN: I accept, with grateful acknowledgments for the complimentary notice of me by the citizens of Houlton, their invitation to partake of a public dinner with them on such a day as they have with great kindness allowed me to designate.

I shall, with great pleasure, meet my fellow citizens of Houlton, at the time and place and for the purposes mentioned in your note, on Tuesday next.

I respectfully request the citizens of Houlton to be assured that their expressions of esteem for me are deeply engraven upon my heart, and that they shall always be cherished by me with the kindest recollection.

To you, gentlemen, I tender my warmest thanks for your individual congratulations, and for the expression of regret at the separation, unavoidably the result of my military promotion, and beg you to feel assured of my sincere reciprocation of the sentiments you have on your part so kindly made known to me.

I am, respectfully and very truly,

Your friend and ob't serv't,

N. S. CLARKE,

Lieut. Col. U. S. A.

L. PIERCE, Esq.,
Capt. E. KILLERAN,
J. E. HOULTON, Esq.,
E. PACKARD,
J. W. TABOR.

Agreeably to the foregoing arrangements, a large party, consisting of many citizens of the town, with the officers of the garrison and the invited guests, sat down at 3 o'clock, P. M., on Tuesday, 21st ult., to a dinner provided in Mr. Hasey's best style, at which L. PIERCE, Esq. presided, assisted by J. HOULTON, Esq.

After the cloth was removed, the following toasts were announced by J. W. TABOR, Toastmaster:

1. *Our Country*—May the improvements of its citizens in the Arts and Sciences, equal the increase of its population and wealth. *Air—Hail Columbia.*

2. The President of the United States.

Air—President's March.

3. The Governor of the State of Maine.

Air—Hail to the Chief.

4. *Lieut. Col. Clarke.* The citizens of Houlton will ever cherish with grateful remembrance his gentlemanly and soldierlike conduct during the ten years he has commanded at the post of Hancock Barracks, and wherever his duty may in future call him, he will carry with him their earnest wishes for his prosperity and happiness.

Air—Auld Lang Syne.

5. *The 2d Regiment of Infantry.* If the officers and soldiers of the other companies equal those that have been stationed at this post, in the characteristic of the gentleman and soldier, they cannot fail to do honor to themselves, and service to their country, whenever called upon to defend it.

Air—The Dashing White Sergeant.

6. The Army and Navy of the United States.

Air—The Star Spangled Banner.

7. The survivors of the army of the Revolution. Time has made the impress of old age on their war-worn visages—may their few remaining years be made happy by the continued bounties of a grateful country.

Air—On the Road to Boston.

8. The Memory of Washington.

9. The State of Maine, according to the treaty of '83.

Air—The blue bonnets over the border.

10. The Union of the States. Let infamy and disgrace attach to the man who would contemplate its dissolution.

Air—Yankee Doodle.

11. Our Colleges and Seminaries of learning. May they endow the minds of our youth with knowledge and virtue, and with a deep and abiding attachment to our free institutions.

12. Freedom of the Press, Freedom of Speech, and Freedom of Opinion—the legitimate birthright of American citizens.

Air—Tyrolean Waltz.

13. The American Fair.

Air—My ain kind dearie O.

After the fourth toast, Col. Clarke addressed the meeting in a very pertinent and feeling manner, concluding with the following sentiment:

The citizens of Houlton. May their prosperity continue to advance for the next, in a ratio still greater than the past ten years.

VOLUNTEER TOASTS.

By Capt. Kingsbury, U. S. A.

Our Country—May its party spirit never forget its true interest.

By Col. Ketchum, of the Province of N. B.,

Mrs. Clarke and family—May they long live in prosperity and happiness under their present head.

By Dr. Sprague, U. S. Army,

The citizens of Houlton—They have a just discrimination—when they see merit, they reward it.

By Col. Hodgdon, of Bangor,

The Army—May the policy of the country ever be to strengthen in time of peace, the arm upon which she must lean in the hour of peril.

By Lieut. J. W. Penrose, U. S. Army,

Spain—The foster mother of our national existence; may the cloud of war roll from her bleeding borders, and peace and happiness once more be restored to her bosom.

By Capt. E. Killeran,

Lieut. Col. Clarke—Most sincerely do we hope he may not be called upon to strike up Yankee Doodle north of Mars Hill; but should it be, we feel assured the favorite national air will be as well danced as it was at Chippewa or Bridgewater.

By Col. Clarke,

Our friends of the Province of New Brunswick—If not loyal to a fault, loyal to a punctilio; the love of country belongs to them as to all other people.

By Samuel Gooch, Esq.,

The Commander in-chief of the Army and Navy.

By L. Pierce, Esq., President of the day,

The Northeastern Frontier—Peopled with industrious, loyal and enterprising husbandmen—may the harmony at present existing between the inhabitants on its borders be perpetuated.

By James Houlton, Vice President of the day,

Lieut. Col. Clarke—May he prove as beneficial and friendly to soldiers and citizens wherever he may go, for ten years to come, as he has for the last ten years.

By J. W. Tabor, Esq.,

The mathematical precision with which the King of

the Netherlands found the highlands which divide the waters flowing into the St. Lawrence, from those which fall into the Atlantic Ocean, in the bed of the St. John's river.

By Mr. Nowlan.

The 8th Regiment of Infantry—If all the officers of that corps equal those with whom we have the honor to be acquainted, it cannot fail to give additional lustre to the American arms.

By Mr. Treat.

Our invited Guest of the 8th Regiment of Infantry—No less distinguished for his zeal and efficiency in the field, than for his gentlemanly deportment in private life.

By Mr. Hooper.

Peace and friendship with all nations, but prepared to resist encroachments from any.

The entertainment was gratifying to all present—joyous festivity surrounded the board, cheered by the music from the garrison, which was in attendance, and the company separated at a late hour, much pleased with themselves and with each other.

ANOTHER REVOLUTIONARY HERO FALLEN.—

Died, in White Creek, on the 23d of August inst., Capt. WILLIAM TRULL, in the 76th year of his age. When quite a youth he joined the army of the American Revolution, in the Massachusetts line, and continued in the service of his country until the ratification of peace. In the late war with Great Britain he again tendered his services to his country, and was appointed a captain in the 23d regiment, where he remained a brave and faithful officer until wounded and honorably discharged. He received a pension as a soldier of the Revolution, also as a wounded officer of the late war. Long has he been spared to enjoy the triumphs of victory, and to witness the peace, the increasing extent, the growing prosperity and noble institutions of our national freedom. As a patriot, he was warm-hearted and true; as a husband, affectionate; a parent, kind; as a citizen, honored and beloved. His last hours were marked with the ravages of decaying years, but sweetened with the hope of a glorious reward, which affords a happy consolation to the numerous friends who mourn his departure.—*Communicated for the Washington Co. Post.*

LIFE BOAT.—An experiment was made yesterday at Striker's bay with two cylinders, made for a life boat for one of the Havre packets. The cylinders are of copper, and 17 feet long, containing 9,792 cubic inches hydrogen gas each. They were placed by the side of each other in the water, ten feet apart, and a common row boat was laid across the two. This sinking them but a very little, a second was put on, and finally a third—the cylinders having the power to keep the whole three boats entirely out of water, and would have sustained a fourth without sinking beneath the surface. The experiment was made by the request of many scientific gentlemen, merely to test the strength and buoyancy, and gave perfect satisfaction. The boat these cylinders are for is intended to take out an anchor weighing 5,000 lbs. with the valves in the bottom open.—*New York Star.*

ORIGINAL POETRY.

BENNY HAVENS, O!

A Souvenir for the Graduates of the Military Academy,
BY A SUBALTERN OF THE 8TH INFANTRY.

The "burden" of the following ballad is familiar to most of the officers of the army: to others it may be as well to state, that "Benny Havens" is the acknowledged proprietor of a "restaurant" in the vicinity of the Military Academy, to which the juvenile aspirants to field honors repair when "off duty," and "o'er the ills of life victorious," dispense with the elegant formalities of the drawing room.

There has ever been a strong disposition in the superiors of the institution in question to depose "Benny" from his "Alcoholic tripod;" but nothing short of a go-

vernmental purchase can eject the sovereign. He is an exceedingly clever fellow in his way, and his laughs are always "ready chorus" to the witticisms of the embryo Hannibals: with him,

"Their stern alarms change to merry meetings,
Their dreadful marches to delightful measures."

A smile has destroyed the harmony of many a countenance, but with "Benny" it is not so; when this variation of his features appears, it is noted as being so entirely free from all light, gross, and even sinister expression, as to correspond entirely with his strong, upright, and unvarying character: just as a gleam of sunshine, in passing over the rugged rocks in his vicinity, reveals more clearly their hardness, their sterility, their beauty, and their strength.

It may be proper to remark in conclusion, that the words of "Benny Havens" are proverbially few. Constitutionally taciturn, he rarely gives utterance to thought, unless his pecuniary interests are involved. No man ever attained distinction without practicing, as if by a kind of instinct, the art of speaking little, and of so modifying that little, that the variation of the simplest tone shall mark it with more emphasis than the elaborate discourses of less weighty men. For a graphic portraiture of "Benny's" external and internal endowments, the reader is referred to Miss Stickney's description of Stephen Grey, in her "HOME, OR THE IRON RULE," a work, which, with the exception of the improbable precocity of the stripling Elliott, is perhaps without a parallel in modern literature.

ATR—"Wearing of the Green."

Come, seize your glasses, fellows, and stand up in a row,
For drinking sentimentally, we're going for to go,
In the army there's sobriety—promotion's very slow,
And we'll sigh o'er reminiscences of Benny Havens, O!
Benny Havens, O! O! Benny Havens, O!!
And we'll sigh o'er reminiscences, &c. &c.

Let us toast our foster father, (the Republic as you know,) Who, in the path of science, taught us upwards for to grow,
And then the maidens of our land, whose cheeks with roses glow,
Who were oft remembered in our cups at Benny Havens, O!

Benny Havens, O!

To the ladies of the empire State, whose hearts and albums too,
Bear sad examples of the wrongs that stripling soldiers do,
We bid a long farewell! the best recompense we know,
Our loves and rhymings had their source at Benny Havens, O!

Benny Havens, O! &c.

Of the smile-wreathed maids whose virgin lips, like roses dipped in dew,
Who are to be our better halves, we'd like to take a view:
But sufficient to the bridal day, is the ill of it you know,
So we'll cheer our hearts with chousing, old Benny Havens, O!

Benny Havens, O! &c.

To the women of our orange elime, let all our bumpers flow!
Who dare gainsay their peerless claims, must bide a knightly blow,
We throw the gauntlet in their cause, and taunt the soulless foe,
Who'd hesitate to drink to them and Benny Havens, O!

Benny Havens, O! &c.

May we never lack a smile for friend, or stern heart for a foe,
May all our paths be pleasantness, wherever we may go;
May the "muster roll" of after years report us *statu quo*,
And goodly samples of the age of Benny Havens, O!

Benny Havens, O! &c.

O remember, gallant comrades, as o'er the past we go,
The ties that must be cut in two, as o'er life's sea we row,
The hearts that throb in unison, must moulder down below,
And laughing lips lay mute, that wagged at Benny Havens, O!

Benny Havens, O!

"Tis said by commentators, "when to other worlds we go,
We follow the same handicrafts we did on this below;"
If this be true philosophy, (the sexton he says no)
What days of dance and song we'll have at Benny Havens, O!

Benny Havens, O! &c.

To the army of neutrality, let all our glasses flow,
We'll drink to Scott, and Worth, and Young, and all the subs also,
To Wright, and Johnson, and O'Brien, (this comes in apropos.)
We'll drain our cups for "auld lang syne," and Benny Havens, O!

Benny Havens, O! &c.

Here's a health to General Brady, God bless the old hero,
He's an honor to the service, and a terror to its foe;
May he long rest on his laurels, may he sorrow never know,
But live to see a thousand years, and Benny Havens, O!
Benny Havens, O! &c.

To the ladies of the army, our cups shall ever flow,
Companions of our exile, and our shields 'gainst every woe,
May they see their husbands generals, with double pay also,
And join us in our choruses of Benny Havens, O!
Benny Havens, O! &c.

As the ruby-tinted dahlia owes its purest, brightest glow
To the warmest rays that Sol can pour upon us here below,
So our hearts acquire more joyousness from brilliant eyes that throw
Their genial rays upon our souls and Benny Havens, O!
Benny Havens, O! &c.

'Tis a proverb, that "Republics to their veterans thankless grow,
And for a youth of services, award an age of wo,"
And if a "private station" claim most "honor" here below,
Give us the one now occupied by Benny Havens, O!
Benny Havens, O! &c.

To our regiments, now fellows, we all must shortly go,
And look as sage as parsons, when they talk of what's below;
We must cultivate the graces, do every thing just so,
And never talk to ears polite, of Benny Havens, O!
Benny Havens, O! &c.

May the army be augmented, may advancement be less slow,
May our country in the hour of calm be ready for her foe,
May we win a soldier's resting-place, beneath a soldier's blow
And space enough beside our graves for Benny Havens, O!
Benny Havens, O! &c.

In this age of liberal principles, this mental proximo,
No army will fair freedom's throne attempt to overthrow,
But give the surest guarantee, as politicians know,
Of the solid basis of our rights and Benny Havens, O!
Benny Havens, O! &c.

Your veterans on the half-pay list, in quiet ease should go,
And suffer us subalterns up, a grade or two to grow;
Award each State a regiment of regulars that know
Their officers were chosen chums of Benny Havens, O!
Benny Havens, O! &c.

To our comrades who have fallen, a cup before we go,
They poured their life's blood freely out, pro bono publico,
No marble points the stranger, to where they rest below,
They lie neglected, far away from Benny Havens, O!
Benny Havens O! &c.

Then when you and I and Benny, and General Jackson, too,
Are brought before a final "board," our "course" of life to view,
May we never "fess" on any "point," but then be told to go,
To join the army of the blest, and Benny Havens, O!
Benny Havens, O! &c.

WASHINGTON CITY;
THURSDAY, OCTOBER 4, 1838.

OFFICIAL.

We have been desired to re-publish a General Regulation of 1836, relative to the granting of leaves of absence, on the acceptance of the resignations of Officers of the army, which, having never been revoked, is considered at the War Department as still in force. *General Regulation of June 28th, 1836, published in General Order, No. 43, of 1836.*

V.... "A due regard to the public interest and the good of the service, no longer justify the practice of granting long leaves of absence on the acceptance of the resignations of officers of the army. Indulgences ought not to be expected, nor can they be accorded to an officer when the public interest may be concerned, and his presence, or the performance of duty, be necessary."

The PRESIDENT has accordingly been pleased to direct, that

I.... "In time of active service, and the employment of the army in the field, as is now the case in Florida and elsewhere, if the resignation of any officer be accepted, it shall take effect within thirty days from the date of the order of acceptance, and the vacancy be immediately filled by the next officer entitled to promotion, who will forthwith proceed to the station of the officer resigned, and there relieve him in his duties."

We are indebted to editor of the Savannah Georgian for slips by the Express mail, giving late intelligence from Florida. The correspondent of that paper at Fort King expresses surprise that we have seldom if ever republished the correspondence of the Georgian, which it is alleged contains the only correct history of the campaigns and operations in Florida. Without taking time, which we cannot conveniently spare, to refer to our files, we can only state from recollection that we have made frequent quotations from the Georgian, always giving due credit, and if we have not copied all its correspondence it was because the intelligence had been anticipated from other quarters.

The Commissioners of the Navy returned to Washington on Saturday evening last; and will leave again in a day or two for the north.

The steam frigate Fulton arrived in Hampton Roads on Thursday morning, in 17 hours from Washington.

The French frigate Astree came up on Monday morning, 24th ult., to the Naval anchorage, near Norfolk, and exchanged salutes with the flag ship of Commodore Warrington.

Lea & Blanchard, of Philadelphia, have in press, and will shortly publish "The Naval History of the U. S.," and "Home as found, being a sequel to Homeward Bound," by the author of the Spy, &c.

The Washington Light Infantry, a very handsome volunteer company under the command of Captain J. A. Blake, of this city, made a visit to Norfolk last week in the steamboat Columbia, and were hospitably entertained as the invited guests of the Norfolk Riflemen. They partook of a collation provided for them, visited the dry dock, navy yard, and ship Pennsylvania, and returned on Thursday, much pleased with the excursion.

Dr. BENAJAH TICKNOR has been appointed Fleet Surgeon of the Mediterranean squadron.

AMERICAN AND FOREIGN SEAMEN.—The scarcity of native seamen, for our naval as well as merchant service, has been a theme of frequent comment and general complaint. It has been averred, and never denied, that every act of insubordination, mutiny and piracy, has originated with foreigners, who compose a large portion of the crews of our vessels, both public and private.

To remove these daily increasing evils, the establishment of preparatory schools and the introduction of apprentices have been strongly urged; and unless some plan of the kind be speedily adopted, we may expect to see acts of piracy increase in number and atrocity.

One fact is worth a dozen arguments, and we have one at hand, strongly illustrative of the correctness of our position and the necessity of prompt action. Intelligence has lately been received, that the brig *Braganza*, Captain Turley, laden with sugar, of and from Philadelphia bound to Genoa, was taken possession of by the crew on the 5th August, in lat. 37 N., lon. 13 W.; the captain and first mate were murdered and thrown overboard; the second mate, two ladies and a gentleman, passengers, and the cook, were subsequently put into the long boat, picked up the day after by a brig and carried into Greenock. The *Braganza* afterwards run on shore near the island of Juist; the crew, five in number, arrived at Emden, where they were arrested and put into prison. *Four of the five were foreigners!* one Belgian, one Welshman, and two Danes or Saxons. The only one having an American name (and that may have been assumed) hung himself in prison.

If stronger arguments in favor of encouraging native seamen are wanted, we know not where they can be found, unless it be desired that a few more cases of horrid butchery shall be committed to impress our law makers with a belief that there is ground for the complaints that have been uttered. The owners and masters of vessels, and the whole class of merchants, owe it to their own interests and security to petition Congress for the adoption of such measures as shall seem best calculated to prevent the recurrence of scenes which disgrace humanity and shock our tenderest sensibilities. We devoutly hope that the excitement which such instances of depravity are naturally calculated to awaken will not terminate in idle declamation or false security.

✂ The poetical effusion of "A Subaltern of the 8th Infantry" will doubtless amuse some of our readers, and revive their recollections of by-gone days, but it is not to our taste: nevertheless we judge not for others. We hope to have something of a graver turn from the same writer, who possesses great command of his pen.

The brig *Consort*, built for the Exploring Expedition, is to be employed as a Government packet, between New York and Vera Cruz, during the blockade of the coast of Mexico by the French squadron. She is to be commanded by Lieut. W. H. GARDNER, lately attached to the Washington Navy Yard.

We understand that Col. TRUEMAN CROSS, Assistant Quartermaster General, has, at his own suggestion, been assigned to duty with the army in Florida, and will leave here in a few days to take the chief direction of the operations of the Quartermaster's Department during the approaching campaign.

MOVEMENTS OF TROOPS.—Companies C, E, and F, of the 1st artillery, under command of Brevet Major R. M. Kirby, have been ordered to garrison Hancock Barracks, at Houlton, Me., and relieve the two companies of the 2d infantry now there. The officers are Lieuts. D. E. Hale, W. E. Aisquith, and W. W. Mackall.

Companies B and H, of the 2d infantry, have been detached from Fort Jesup to garrison Fort Smith, Arkansas.

The 4th regiment of artillery, now at Fort Columbus, it is expected, will leave New York for Charleston this day, on their way to Garey's Ferry, Fla., where they will probably arrive about the 20th inst.

The New York Gazette states that the regiment at present consists of 500 men, only 100 of whom served in the last campaign, the balance being new recruits enlisted since the arrival of the regiment from Florida, some six weeks since.

The mistakes of the press are at times ludicrous enough, and would force a smile from a stoic. A late New York paper, in copying a paragraph of ours, makes us say "*Commander ISAAC HULL*," Now we beg leave to disavow any such disrespect to the gallant veteran. We should have had great pleasure in calling him *Admiral*. In one sense he is a commander, but not in that understood in the navy. Another New York paper stated that Dr. Isaac Pulse had been appointed Fleet Surgeon of the West India squadron. When we come to think of it, Pulse is not a bad name for a Doctor, but the gentleman in question would not recognise his cognomen in that guise.

THE LATE LIEUT. CONRAD.—Our last number contained an extract from the Philadelphia Gazette, in relation to the death of this officer which had been lying by several weeks, waiting room for insertion. We had divested the article of some of its expletives, as in our opinion casting unmerited and harsh censure upon the War Department.

We do not exchange with the Philadelphia Gazette, and had not seen the correction which appeared in that paper of the 6th ult., or we should not have inserted the first article respecting Lieut. Conrad, which was cut from some other paper that had copied it. In justice to the Department we feel bound to insert likewise the explanation which has been given in the case. It is as follows:

From the Philadelphia Gazette, Sept. 6.

We have received a non-official letter from the War Department of the United States at Washington, which does much to mitigate the severity which this Gazette felt bound to employ in noticing the death of Lieut. Conrad in Florida, as the statement thereof came to our hearing. Accompanying the letter from the Department are transmitted copies of

the letter of resignation addressed by Lieut. Conrad to Capt. Geo. M. [C.] Hutter, commander of the 6th regiment of Infantry, and the letter of that officer to the Department at Washington. In the communication of the former, he refers the debilitated state of his constitution to sicknesses of a date previous to his participation in the Florida campaign, and which, he stated, tended to prevent him from any active military duty. In transmitting the resignation to Washington, Captain Hutter observes: "I beg leave respectfully to recommend its acceptance." The letter addressed to us from the Department throws some light upon the difficulty of the earlier release of Lieut. Conrad, owing to the time it required for the acceptance of the resignation to reach Florida. Captain Hutter's letter, we are told, "reached the Department on the 24th July, and was accepted and the Captain informed to that effect on the same day. Lieut. Conrad died on the 10th August, seventeen days after, and it is believed before the letter of advice could have reached Captain Hutter, and the action of the Department be made known to the deceased. This belief is founded upon the fact that it took Captain Hutter's letter, enclosing the resignation, and which came direct, fifteen days to reach the Department, and upon the fair supposition the letter in reply, accepting the resignation, did not probably get to Captain Hutter with the same directness, but may have been in the post office several days at St. Marks, Middle Florida, (the desired place of address,) before an opportunity occurred of forwarding it to him at James Island, a considerable distance off, and much out of the way from St. Marks. The moment the acceptance of his resignation was made known to him, he would have been relieved from duty, and been at liberty to go, whithersoever he pleased. The simple and only result of making the acceptance take effect on the 31st of August was of a beneficial character—that of continuing his pay to him until that time, without requiring him to perform any duty, or to remain at any place." The explanation thus tendered by the Department we hasten to make public, from a sense of justice. We can only lament that one who saw so much hard service in various campaigns could not have been restored to the friends who deplore him, by furlough or resignation, before the boon would have been too late. From the time of his commission to the time of his death, he lived but for his country.

STATE OF THE OHIO RIVER.

Extract from a letter of the Officer of Engineers in charge of the improvement of this river.

"WHEELING, Va., 16th Sept. 1838.

"SIR: I arrived here this afternoon, having left Pittsburgh on the morning of the 14th, in a row boat. It has been three weeks since any steamboat has either left or got into the port of Pittsburgh; the last boat was the little boat belonging to these improvements. The continuation of the falling of the water has suspended freighting in keel-boats; none have left Pittsburgh for Cincinnati or Louisville during the last week. Keels which started the week previous have laid up at Marietta and Blannerhassett's island for want of water. In coming down, I have taken accurate soundings of all the bars, and waded over and closely examined the worst of them. The information derived will be very advantageous in my future operations. I will be enabled to improve on many of the plans heretofore adopted or recommended. The boat I came in is manned by four men, a pilot, and two men to make soundings; we have but little baggage, yet we have rubbed at twenty differ-

ent places while in the very deepest part of the channel.

"The only current to be found now is at the ripples; the pools are almost perfectly stagnant—the slightest breeze will float any thing up stream as readily as down. Wherever all the water is concentrated into any one body, at the ripples, it is now about two feet deep, and running with a velocity over the ripple of from $1\frac{1}{2}$ to $2\frac{1}{2}$ miles per hour; but wherever the water is divided into two bodies, it does not exceed 18 inches in depth. A channel one hundred feet wide and two feet deep, with a velocity of two miles per hour would discharge all the water now flowing in the Ohio river. Where we found 18 inches in the middle of the channel, there would not be more than 12 inches for a boat of 20 feet beam, which with the short turns prevents boats running."

Extract from a letter from Florida, dated September 7, 1838.

"Some few Indians continue to come in, and Echo Emathla, chief of the Tallahasseees, is daily expected. His children are already here, and has promised to bring in his people. Should he do so, only the Miccasukies, a few Seminoles and Creeks will remain out—in all, perhaps, 300 warriors at most.

"The Appalachian Indians, whose treaty requires them to move on the 20th proximo, will probably prove refractory."

Correspondence of the Army and Navy Chronicle.

U. S. SHIP NORTH CAROLINA, }
Port of Callao, July 10, 1838. }

SIR: I herewith forward you a correct list of the officers attached to the several ships composing our squadron in the Pacific:

FLAG SHIP NORTH CAROLINA.—Com. H. E. BALLARD, *Commander-in-chief*; T. O. Selfridge, *Lieut. Commanding*; Lieutenants, A. G. Slaughter, H. Ingersoll, T. A. Hunt, J. P. Gillis, W. C. Chaplin, C. S. Boggs, W. R. Taylor, (*acting*); Purser, Joseph Wilson; Fleet Surgeon, W. Swift; Surgeon, I. Brinckerhoff; Assistant Surgeon, D. Harlan; Masters, C. F. McIntosh, B. F. Shattuck; Professor of Mathematics, J. T. Huston; Commodore's Secretary, H. Hobbs, Lieut. of Marines, A. H. Gillespie; Passed Midshipman, F. Stanly; Midshipmen, J. S. Biddle, J. L. Hannegan, A. D. Harrell, T. B. Huger, J. S. Ridgely, C. Deas, S. Barney, T. M. Crossan, E. Higgins, W. B. Muse, E. L. Winder, F. K. Murray, C. Weston, T. L. Dance, M. Brush, A. McLaughlin (*acting*); Boatswain, W. Brady; Carpenter, A. Jones; Gunner, A. Stevenson; Sailmaker, T. J. Boyce; Captain's Clerk, G. E. Bartlett; Purser's Clerk, W. C. Turner.

SLOOP LEXINGTON.—Captain, J. H. CLACK; Lieutenants, O. Burns, J. B. Cutting, W. H. Brown; Purser, W. P. Zantzinger; Surgeon, H. S. Coulter; Ass't Surgeon, J. D. Miller; Master, J. M. Fraitley; Passed Midshipman, W. S. Schenck; Midshipmen, F. E. Baker, R. P. Lovell, T. K. Perlee, P. C. Van Wyck; Captain's Clerk, W. C. Zantzinger; Schoolmaster, C. Postemski; Boatswain, W. C. Cooper; Carpenter, P. Dea; Gunner, W. Burton; Sailmaker, H. Beacon.

SLOOP FALMOUTH.—Commander, I. McKEEVER; Lieutenants, W. B. Lyne, L. G. Keith, J. J. Glasson, F. Piper (*acting*); Purser, R. Pettit; Surgeon, W. Whelan; Ass't Surgeon, C. W. Tait; Master, E. J. DeHaven; Passed Midshipman, R. M. Harvey;

Midshipmen, T. H. Patterson, R. Allison, J. H. Parker, (acting,) C. Benham, do., R. H. Getty, do. *Boatswain*, D. S. Phillips; *Carpenter*, J. Rainbow; *Gunner*, D. James; *Sailmaker*, W. Ward; *Captain's Clerk*, H. LaRentree.

SCHOONER ENTERPRISE.—*Lieut. Commanding*, W. M. GLENDY; *Lieutenants*, B. Shepard, J. L. Henderson (acting); *Purser*, J. D. Gibson; *Ass't Surgeon*, S. W. Kellogg; *Passed Midshipmen*, J. P. Parker, J. H. Sherburne; *Midshipmen*, J. Gold, W. Van Rensselaer; *Captain's Clerk*, H. Wilson; *Gunner*, H. Frier (acting.)

SCHOONER BOXER.—*Lieut. Commanding*, W. C. NICHOLSON; *Lieutenants*, J. Weems, (acting,) H. Walke, do., J. R. Sully, do.; *Purser*, S. Forrest; *Ass't Surgeon*, L. W. Minor; *Midshipmen*, R. M. Bowland, J. S. Taylor, J. S. Patterson.

Lieut. Boutwell, recently of the North Carolina, is sent to the United States, bearer of despatches to Government; and *Lieut. Noble*, of the Lexington, returns home by permission. They take passage in the Lexington to Panama, for which port she will sail to-morrow.

The Falmouth will sail the present week for Valparaiso and the windward coast.

The Boxer has been several months absent on a cruise to the north, but her return is daily expected.

The Enterprise is at present entirely dismantled, and hove out, undergoing repairs.

The North Carolina has very recently undergone a thorough overhaul in her rigging with a view to her homeward passage.

The Secretary of War returned to Washington yesterday, from the Virginia Springs, much improved in health.

ARRIVALS AT WASHINGTON.

Sept. 27—*Capt. L. B. Webster*, 1st Arty. Mrs. Peyton's.
Lieut. A. H. Stuart, 1st Infy., Fuller's.
Brigadier Gen. H. Brady, Gadsby's.
 28—*Dr. J. P. Russell*, Fuller's.
Lt. W. Grandin, 4th Infy., do.
Capt. A. R. Hetzel, A. Q. M. do.
 Oct. 1—*Capt. A. Mordecai*, Ordnance, do.
Capt. S. Ringgold, 3d Arty. Gadsby's.
 2—*Capt. C. Graham*, Top. Engrs., Maj. Graham's.
Maj. W. H. Chase, Engr's. Maj. Whiting's.

LETTERS ADVERTISED.

WASHINGTON, Oct. 1, 1838.

ARMY—*Gen. Brady*, *Capt. J. Bonnell*, 2, *Lt. J. H. [E.] Blake*, *Major J. Erving*, 2, *Capt. W. Hoffman*, 2, *Lieut. J. B. Magruder*, 2, *Lieut. J. H. Stokes*, *Capt. R. Screven*, *Capt. R. D. A. Wade*, *Major D. Wilcox*, *Capt. G. Williams*.

NAVY—*Purser McK. Buchanan*, *Mid. W. G. Benham*, *Purser J. H. Clark*, *Commo. Elliott*, *Commo. Hull*, *Lieut. B. W. Hunter*, *C. W. Pickering*, *Lieut. L. M. Powell*, *Capt. W. Ramsay*, 2, *Capt. Jos. Smoot*, *Purser S. P. Todd*, *Lieut. Taliaferro*, *Mid. M. Woodhull*, 3.

MARINE CORPS.—*Lieut. J. R. Wilson*, *Lieut. Josiah Watson*.

PASSENGERS.

CHARLESTON, Sept. 20, per schooner Oscar, Southwick, from St. Augustine, *Capt. L. B. Webster*, U. S. A., and lady.

NEW YORK, Sept. 24, per ship Poland, from Havre, *Major W. H. Chase*, of the army.

Sept. 26, per ship Lorena, for Mobile, *Lieuts. J. M. Berrien*, *Wm. Lambert*, *W. J. H. Robertson*, and *L. Pennington*, of the U. S. navy.

NEW ORLEANS, Sept. 6, per U. S. schooner Columbia, from Tampa Bay, *Capt. H. W. Fowler*, *Lieuts. Darling and Wright*.

BALTIMORE, Oct. 2, per brig Cicero, from Kingston, Jam., *Lieut. E. B. Boutwell*, of the navy.

COMMUNICATION.

ARMY CLOTHING.

FLORIDA, Sept. 10, 1838.

MR. EDITOR: Will you have the kindness to suggest, through the Chronicle, to the Clothing Bureau of the Army, the propriety of having the clothing cut in a manner a little more suitable to the different sizes and figures of soldiers, than it is at present.

There are four sizes for coats, jackets and pantaloons, which have reference only to the height of men, being sufficiently large in other respects for the largest. The consequence is, a spare man, whether tall or short, cannot find any of these articles to fit him. And generally, all the outer garments are so badly shaped that most of them must be altered, at the soldier's expense, before he can appear on parade in them.

This evil should not be, when it may be remedied with so little difficulty. Let the manufacturer have a set of sizes for men that are not fleshy as well as for those that are, and let all the garments be cut so as to fit neatly. It will add nothing to his expenses, and will save him a quantity of cloth, which is now worse than useless, where he puts it.

And, while you are about it, tell them too, that there's no sense in the distinction made between the dragoon forage caps and that for other corps.

A foot soldier feels as uncomfortable with the rain running down his back, as a dragoon can, and he stands as much in need of a cape to his cap to keep the water out of his back.

H.

DOMESTIC INTELLIGENCE.

From the Savannah Georgian, Sept. 22.

FROM FLORIDA,

By the steamer Cincinnati, *Capt. Brooks*, arrived yesterday from Garey's Ferry, we have received the following from our attentive correspondent:

FORT KING, E. F., Sept. 14, 1838.

DEAR SIR: The principal chief of the Tallahassee has sent his wife and children to Fort Brooke, with a party of his tribe, now being about twenty-five, and he remains out with a view to induce them all to come in to General Taylor. The general impression is, that they, as well as the Mickasukies will eventually come in for emigration. The express states that the above party had reached Tampa Bay previous to his departure.

I received, this morning, the Intelligencer of the 3d inst., in which I read an extract of my letter to you, dated Newnansville, Aug. 19, and I take this opportunity to inquire the reasons which induce the editors to suppress the most sensible portion of that communication. Would it not also be fair for Messrs. Gales & Seaton to quote the paper from which they make extracts? It has been a matter of surprise to many of us that the Intelligencer and Army and Navy Chronicle have seldom, if ever, republished your correspondence with the officers of the army in Florida, when it is well known that the Savannah Georgian is the only paper in which a correct history of the campaign and operations connected with it has appeared.

General Taylor is still at Tampa negotiating with the Indians. He will be at Fort White, on Santa Fe, about the 6th proximo, to consult with Colonel Twiggs now commanding the eastern part of the Peninsula. It is not believed that he will push another campaign into the enemy's country, viewing the insufficiency of our forces. It is hoped, however, that recruits will be sent to fill the regiments now in Florida, and that posts will be established so as to protect, most effectually, the frontier settlements. The inhabitants can then be invited to their homes, and gradually, as the population increases, the troops will remove south. This arrangement will enable the Secretary of War to withdraw the four compa-

nies of the 2d regiment of Infantry that appear to have been entirely forgotten in the recent changes, and by an exercise of the same charitable disposition manifested towards the Artillery, permit them to proceed by easy marches to some healthy position, where they can enjoy that comfort which they stand so much need of, after their long and truly efficient services.

Paymaster Van Ness has left here on his return to Black Creek. The commanding officer did not permit him to make the payment required by the regulations. There is scarcely a week passes without some abominable complaints against the pay departments; and, although its agents are provided with the best of money, (gold, silver, and paper notes,) and attend at stated and regular periods, the cry is ever "no paymaster." I have generally found the most clamorous those who do not require pay, or prevent their men from drawing it. I have known six or eight cases where the paymaster, after being invited to come, has been prevented from paying the men of certain companies.

From the Savannah Georgian, Sept. 25.

By the steamboat Poinsett Capt. Peck, from Garey's Ferry, we have received the following interesting intelligence from an attentive correspondent:

FORT KING, (E. F.) Sept. 19.

DEAR SIR: One hundred Tallahassee Indians are in at Tampa Bay, negotiating with General Taylor, in whom they have the utmost confidence. The Mickasukies have sent in a message to the commanding General, requesting him to grant them a "talk," and the result of which will no doubt be, that they will consent to emigrate.

The Indians in the vicinity of Pease Creek have also signified that they are anxious for a "talk," and in less than six months, we have reason to believe, all the hostiles will have left the country.

PENSACOLA, Sept. 15.—We learn that in the early part of next month the Constellation frigate will sail hence for Boston, in charge of Commander McIntosh. Commodore Dallas will hoist his broad pennant on board the Vandalia, lately commanded by Commander Gwinn, who returns to the north on leave of absence. We also learn that the Levant is to bring out fifteen Lieutenants for the West India squadron, and that Commander Stockton, who had been ordered to the command of the sloop of war Concord, is relieved from command in consequence of its having been determined to take the Concord to the north for more extensive repairs than she can receive at this navy yard. It is said that Captain Bolton, late of the navy yard, is appointed to the command of the frigate Constitution, destined for the Mediterranean.

The time during which it is usual for a Post Captain to continue in command of a squadron having, in the case of Commodore Dallas, nearly expired, it is expected that the new commander of the squadron will probably come out in some other frigate.

The French brig of war La Perouse, Capt. Tournier, arrived here on Thursday evening last, and yesterday morning exchanged salutes with the flag ship of the squadron. The La Perouse is one of the blockading squadron. She is thirteen days from Sacrificios. An increase of the blockading squadron is daily expected. It is now publicly known there that when the additional force arrives, Vera Cruz will be attacked by the French.

The United States sloop of war Erie was lying at Sacrificios.—*Gazette.*

In reference to the foregoing the New Orleans Bulletin makes the following comments:

"It is now openly avowed that when the additional force arrives, Vera Cruz will be attacked by the French. The possession of the Castle of San

Juan de Ulloa would be a more important acquisition to the crown of France than the capture of Algiers. After this, the march of 15,000 French grenadiers towards the Pacific, and the subjugation of the whole Mexican territory, would be the inevitable and speedy consequence. Having the possession of the country, it would be the work of a few years for the conquerors to construct a rail road from the Gulf of Mexico to the coast of the Pacific, and thus open a short and expeditious route to China, which would secure to France the boundless opulence of the East India traffic. In the accomplishment of these far-reaching schemes of conquest, Louis Phillipe will contribute not only to the aggrandizement of France, but subserve his own private ambition. The eclat of such triumphs would give him a strong hold upon the affections of the French people, and enable him to transmit the throne as an inheritance to his children. In the meanwhile, John Bull and Brother Jonathan seem willing to stand by as mute spectators, while their adroit neighbor quietly carries out his plans and makes sure of the prize."

GENERAL SCOTT.—We publish with great pleasure the following just and noble tribute to General SCOTT, from one who knows him well.—*Richmond Enquirer.*

Extract of a letter from Washington.

"The manner in which this gallant officer has acquitted himself within the last year upon our Canada frontier and lately among the Cherokees, has excited the universal admiration and gratitude of the whole nation. Owing to his great popularity to the north—his thorough knowledge of the laws of his own country, as well as those which govern nations, united to his discretion—his great tact and experience, has saved the country from a ruinous war with Great Britain. And by his masterly skill and energy among the Cherokees, united to his noble generosity and humanity, he has not only effected what every body supposed could not be done without the most heart-rending scenes of butchery and bloodshed, but he has effected it by obtaining the esteem and confidence of the poor Cherokees themselves. They look upon him as a benefactor and friend, and one who has saved them from entire destruction.

"All the Cherokees were collected for emigration without bloodshed or violence—and all would have been on their way to the west before the middle of July, had not humanity induced General Scott to stop the movement until the first of September. Three thousand had been sent off in the first half of June by the Superintendent, before the General took upon himself the responsibility of stopping the emigration from feelings which must do everlasting honor to his heart.

"An approval of his course had been sent on by the War Department before his report, giving information that he had stopped the emigration, had reached the seat of Government.

"In the early part of January last, the President asked Congress for enlarged powers, to enable him so maintain our neutral obligations to England, that it, to tranquillize the Canadian frontiers.

"Before the bill passed Congress, General Scott had finished the work, and effected all its objects. These, too, he effected by flying from one end of the frontier to the other in the dead of winter, and during the severest and coldest period of it.

"He returns to Washington, and is immediately ordered to the Cherokee nation, to take charge of the very difficult and hazardous task to his own fame of removing those savages from their native land. Some of his best friends regretted, most sincerely, that he had been ordered to this service; and knowing the disposition of the world to cavil and complain without cause, had great apprehensions that he would

lose a portion of the popularity he had acquired by his distinguished success on the Canadian frontier. But behold the manner in which this last work has been performed! There is so much of noble generosity of character about Scott, independent of his skill and bravery as a soldier, that his life has really been one of romantic beauty and interest. You recollect his conduct when on his way to take command of the army engaged in the Black Hawk war. The corps he had with him were all stricken down with the cholera before he joined General Atkinson. What was his conduct? Did he leave them to their fate, and fly to the army of the gallant and accomplished Atkinson, his warm personal friend, in order that he might snatch from him the laurels for which he had toiled so long, and which he was just then on the point of winning? No: He clung to his sick soldiers dying all around him with the dreadful pestilence, and exerted himself day and night to save them from the grave, to the imminent hazard of his life. He could have taken command of the army—it was his right. But behold his magnanimity! In this scene of General Scott's life, he shines more brilliantly, in my estimation, than in the most glorious battle he ever fought—I will not except his "elegant battle at Chippewa," as it has been called, where two perfectly disciplined armies met upon a plain in the open day, on the 5th of July, 1814, and under a bright summer's sun, took a fair field fight, aided by all the discipline and skill that the science of war could give them. Scott whipped his enemy off the field fairly, although his army was inferior in numbers. Nor will I except his bloody battle of Niagara, in which he had three horses killed under him, and where he was most dreadfully wounded himself, after having made several charges upon the enemy, which, for courage and desperation, the British officers themselves acknowledged never was surpassed! In this battle one-half of Scott's command was either killed or wounded!"

Senator LYNN, of Missouri, addressed a letter to the Secretary of the Navy on the 8th ult., suggesting the propriety of instructing the commander of the South Sea Exploring Expedition to spend some months on the Oregon coast, and to direct the scientific corps to explore the interior of that territory, "with a view to a better knowledge of its geography, geology, mineralogy, natural history, and its resources generally." In answer to which the Secretary informs him that his wishes have been anticipated, and that instructions had been given accordingly.—*Missouri Saturday News.*

From the St. Louis Republican.

We publish below a copy of the letter of the Secretary of War to Gen. Gaines, and a copy of a late despatch from Gen. Gaines to the Department,* giving his reasons for not attending the council. The conduct of the Cherokees in this matter is somewhat singular, and their refusal to give any explanation of their intentions is, at least, ground sufficient to justify the Government in keeping a vigilant eye upon their movements. That there are great heart-burnings and much discontent amongst them, we have the assurance of individuals who have lately been with them. The movement of Gen. Gaines will not be without its effect, in keeping them still, and suppressing any hostile intentions they may have entertained.

OFFICIAL CORRESPONDENCE.

WAR DEPARTMENT, }
Aug. 25th, 1838. }

SIR: I have the honor to acknowledge the receipt of your letter of the 8th inst., covering one from Lieut Col. Mason of the 1st Dragoons.

The information communicated by that officer is calculated to cause our vigilance, and every effort

ought to be made to ascertain the motives and real object of these movements among the Indians. But upon mere rumor and conjecture, however plausible, the Executive does not think itself authorized to adopt the measure you propose. Indeed, the President has no longer the legal power to accept the services of volunteers, the law that conferred it having expired on the 1st of May last.

The Commissioner of Indian Affairs has been instructed to direct the Agents of the United States to proceed to the council ground without delay, and to demand an explanation of those movements among the bordering tribes; and you will be pleased to cause a sufficient escort of Dragoons to be furnished to accompany them.

The regular force in your division shall be augmented, as soon as it is practicable to do so; and the Department reposes on your vigilance to be informed of all further hostile indications on the part of the Indians on that frontier.

I have the honor to be, with great respect, sir, your obedient servant,
J. R. POINSETT.
To Major General GAINES, commanding Western Division U. S. Army, St. Louis, Mo.

HEAD QUARTERS, WESTERN DIVISION, }
Steamboat Platte, near Boonville, }
September 10th, 1838. }

SIR: I had the honor, in the last month to notify your Excellency of the invitation given by the Cherokees to the Chiefs and principal Braves of the Indian nations, inhabiting the country near our western frontier north of Red river, (excepting the Osages and Kansas,) to attend a great Council to be holden about the 11th of the present month, at the Cherokee Council House, on the waters of the Arkansas.

Having intimated to the War Department my intention to visit the council, I deemed it advisable first to ascertain whether the chiefs of the nations west of the State of Missouri would, or would not attend.

I have now the satisfaction to announce to your Excellency the fact that two of the most respectable of these nations, namely, the Delawares and Shawnees, have positively refused to comply with the invitation of the Cherokees to attend the council; and that these nations have assigned for their non-attendance the very prudent reason that the Cherokees, in their invitation had failed to explain to the nations invited, the object of the intended council. It was therefore inferred by the Delawares and Shawnees that the nation calling the council had some sinister motive in this artful concealment, such as might give just cause of offence to the United States. They had therefore unanimously determined not to attend "the great council."

Lieut. Colonel Mason reports to me that he had not been able to ascertain whether the Chiefs or Braves of any of the nations west or northwest of the State of Missouri had consented to attend; but he was under the impression that most of them would follow the praiseworthy example of the Delawares and Shawnees, and not attend the council. Such a determination would effectually prostrate any hostile schemes which the Mexican party of the Cherokees may have had in view against our frontier.

Believing the conduct of these friendly Indians on this occasion, will operate as a salutary rebuke upon the restless and intriguing part of the Cherokee nation, and their old friends, the faithless part of the Creeks and Seminoleans—a rebuke well calculated to restrain, effectually, their spirit of intrigue and hostility, and deeming the moral effect of such a rebuke coming from their red neighbors, to be altogether better than if it had come from me, or from any other officer of the Government, I have determined not to pay so much respect to the "great council" as to make it the visit which I intended.

Brigadier General Arbuckle, the commanding General of the 2d Department of this Division of the Army, is stationed near the spot where the council is to be held; and having been for some years past on duty near the Southern Indians, is well acquainted with the character of their chiefs, and will not fail to inform himself of their designs and keep them in check. I expect soon to receive his report of their conduct in the great council, and should it contain any thing particularly interesting to the State of Missouri, I will lose no time in sending you a copy.

I have the honor to be, very respectfully, your obedient servant,

EDMUND P. GAINES,
Major General U. S. Army, commanding.

* This letter appears to have been addressed to the Governor of Missouri, and not to the Secretary of War.—*Ed. A. & N. C.*

From the Nashville Republican.

VOLUNTEERS.—The following is the reply of Gov. Cannon to the letter of the Secretary of War, published in our last.

EXECUTIVE DEPARTMENT, }
Nashville, Sept. 11, 1833. }

The Hon. JOEL R. POINSETT,
Secretary of War.

SIR: I have received the answer of the Acting Secretary of War, of the 31st ult., to the application of Maj. Gen. Gaines to call upon the States of Kentucky and Tennessee for a mounted volunteer force for the service of the United States on the western frontier; the promulgation of which answer will arrest in this State the rapid progress which is making in the organization of the volunteer companies.

Although it had not been required by me, a great number of companies have been organized and reported, in readiness for said service, and were waiting the result of the application of Gen. Gaines for permission to make said call.

With great respect, I have the honor to be, your obedient servant,

N. CANNON.

The following companies had tendered voluntarily their services under the anticipated call of General Gaines, which has been refused to be granted by the President of the United States.

Capt. Drake's company of Wilson county.

- " Hall's do.
- " Young's do.
- " Neely's of Maury.
- " Carson's of Williamson.
- " Barton's of Wilson.
- " Burford's of Smith.
- " Rawling's of Ross's Landing.
- " White's of Wilson.
- " Callaway's of Franklin.
- " Whitfield's of Davidson.
- " Wild's of Ross's Landing.
- " Parham's of Davidson.
- " Hengley's of Wilson.
- " Porterfield's of do.

And had repented to the Governor as holding themselves in readiness for the service, should General Gaines get permission to make the call; and we understand that many other companies in different parts of the State had been organized, and were in readiness also, but had not reported to the Governor.

The U. S. ship Independence, and U. S. brig Dolphin, were at Montevideo on the 21st July, to sail for Buenos Ayres in a few days. Officers of the Dolphin: Alexander Slidell Mackenzie, Commander; Francis Huger, W. W. Bleeker, Lieutenants; A. E. Watson, Purser; J. R. Peckworth, act'g Surgeon; C. E. L. Griffin, acting Master; C. R. P. Rodgers, J. B. R. Lowe, A. Weir, and H. Rodgers, Midshipmen.

An instance of the relief to be afforded by steam vessels to coast navigation in stormy weather was exhibited here on Saturday. During the height of the storm of wind and rain which then prevailed, the U. S. ship Fulton, Captain Skinner, raised her steam, and departed for the Capes in search of distressed vessels, and succeeded in rescuing the brig Favorite, from Turk's Island, with salt, which had lost sails, and must in all probability have been driven ashore. The Fulton immediately took the brig in tow, and in six hours from her departure from the harbor returned with her prize to her former anchorage. The capacity of the Fulton is spoken highly of, and we are confident that, under the command of Capt. Skinner, she will receive a full and fair trial.—*Norfolk Beacon.*

MAJOR CHURCHILL, U. S. A. has left Swanton, where he has been in command during the summer, for the Cherokee nation. The companies stationed heretofore at Swanton, have been ordered to Sacket's Harbor.—*Vergennes Vermonter.*

HARBORS OF LAKE MICHIGAN.—Lieut. Homans, of the U. S. N., now engaged on Government service in surveying the harbors of the upper lakes and fixing on suitable sites for light houses, thus writes to the Collector of customs at Detroit:

"My tour thus far has been truly a satisfactory one, and will prove acceptable to the people of your State, from being able to report so many good harbors on its western shore. Platte river, aux Betsie, Monistic, Pere Marquette, White and Pent Water rivers, are capable of being made most excellent harbors, by removal of obstructions at their entrances; they each open into a small lake at a short distance from their outlet, wherein is abundant depth of water, say from three to seven fathoms, and in some of them twenty fathoms. North and South Black rivers are also noble streams, only wanting the deposit from the action of the lake gales removed. Maskegon river is the best harbor on lake Michigan, at this moment, there being twelve feet water on the bar, and the channel being straight, opening into a lake eight miles long by four wide; with our vessel we went in there during a heavy gale of wind blowing on shore, without any pilots, and the same gale which wrecked the steamboat W. F. P. Taylor, at Michigan city."

We learn that about forty deserters from the American army have arrived in this province from Plattsburgh, and several of them have been seen in their regimentals. We think it would be a good plan if both Governments would come to an understanding that deserters be given up, a measure which, we think, would prove advantageous to all parties concerned.—*Montreal Herald.*

DEATH OF COL. LINDSAY.—It is announced from Huntsville, (Alabama,) that Col. WILLIAM LINDSAY, of the United States army, died in that town on the morning of the 15th inst., at 9 o'clock, after an illness of two weeks, of bilious fever. The intelligence of this melancholy event will no where be received with a deeper feeling of regret than in this Borough, the home of his childhood, his youth, and his maturer years, and the abode of a numerous family connexion, by whom his memory was held most dear. Col. Lindsay was born in the vicinity of Fredericksburg, and at the time of his death had attained his 56th year. His father, Major Lindsay, who had served in the gallant corps commanded by Gen. Lee, having received the first appointment of Collector of the Customs for this port under the Federal Government, removed with his family to Norfolk, and it was here that the subject of this notice resided until the late war with Great Britain, when he obtained a command in the army, and was subse-

quently to that event ordered on service to the south, where he had continued to be employed till the period of his death. His early companions and acquaintance, who are still left among us, will treasure with affectionate solicitude the recollection of his amiable disposition, his warm and generous nature, his social worth, and his gentlemanly demeanor—qualities which characterised him in his professional practice as a member of our bar, no less than in the walks of social life which he so much adorned. —*Norfolk Herald*.

A NEW METHOD OF LIGHTING VESSELS.—We have been shown a draft of a plan invented and patented by a gentleman of Georgia, for lighting vessels over bars where their draught of water is too great to admit of their going over otherwise. According to the description before us, the apparatus consists, principally, of two large cylinder bags, sixty or eighty feet long, and five feet in diameter. These bags are to be made of five thicknesses of cotton canvass, each thickness, before it is adhered to the rest, is to be thickly coated with caoutchouc, or India rubber, in the manner that life-preservers are made. The cylinders thus constructed are to be braced by some half dozen iron bands, at equal distances apart, and the whole to be covered and further strengthened by net work of substantial cordage. These cylinder bags are to be let down, one on each side of the vessel, in a collapsed state, and confined within a few feet of the keel, by strong chains fastened to the bottom of the iron bands, and running under the keel from one to the other. There are chains also to run from the top of the bands to the deck of the vessel to keep all tight. When the apparatus is thus fixed, it is to be inflated by means of a force pump on deck, through tubes leading to the forward ends of the bags, and as the bags expand the vessel will rise in the water to any required draught. To make this plan more familiar, it is only necessary to imagine a line of casks running along under the vessel from stem to stern on each side, and the water pumped out by means of a hose, after they are permanently fixed in that position. This will give an idea of the bags but not of their buoyancy.

We understand that experiments have been tried with this apparatus, and the most perfect satisfaction realised. Should it succeed on an enlarged scale, and gentlemen who have examined it, and who are competent to judge of its merits, say that it will, it must prove a most invaluable invention for the commerce of the south. Indeed, as the cost of the apparatus will be comparatively trifling, it ought to be a necessary appendage to the larger class of vessels, as it will serve also as a life preserver in the event of an accident at sea.

The inventor and patentee is Mr. Thomas McKeen, of Columbus, Geo., a gentleman, we understand, of genius and worth. We also learn that an experiment to test the utility of his invention may be expected at some early and convenient time in our harbor. —*Mobile Mercantile Advertiser*.

From the New York Courier and Enquirer.

MONTEVIDEO AND BUENOS AYRES.—The bark *Active*, Capt Phelps, made this port yesterday in fifty-four days from Montevideo. We have received by her *The British Packet* newspaper, published in Buenos Ayres, to the 21st July, from which we learn, that the blockade of that port by a French squadron still continued.

The daily operations of the squadron are detailed in the papers before us, and these seem to consist of little more than detaining the balandras and other small craft trading to the city. All the vessels in the harbor had sailed. The number of merchant vessels ordered away from the commencement of the blockade to the 30th June, was twelve—six of which were British, three American, one Dutch, one Hamburg, and one Brazilian.

No indications are apparent of any intention on the part of Buenos Ayres to comply with the demands of France. The 9th of July being the Anniversary of the Declaration of Independence of the United Provinces of the River Plate, was celebrated in the city with great splendor.

The operations of the army of the Argentine Confederation are represented to be highly successful.

THE FRENCH MEXICAN SQUADRON.—A correspondent in the *London Morning Chronicle* of the latest date, says that the French frigate *La Gloire*, of the first class, sailed thence on the 23d ult., with the corvette *La Favorite*, being ordered to Mexico. It was understood they were to proceed in the first place to Cadiz, where they were to be joined by the *Medee* and *Neriede*, first class frigates, and by Admiral Baudin, to take command of the squadron blockading Mexico. If Admiral Baudin should not have arrived at Cadiz when these vessels reached there, they were ordered to proceed at once to Vera Cruz. The other corvette, *L'Aigle*, is still there, but is also, it is thought, under orders for Mexico as soon as she is relieved, and a frigate is daily expected from Brest for that purpose.

The *Creole*, corvette, of this squadron, is commanded by the Prince de Joinville.

We are indebted to the courtesy of the French consul, M. HERSANT, for the following article, translated from a French authority. It is of importance to ship masters, owners, and seamen. —*United States Gazette*.

NOTICE TO NAVIGATORS.

Some wrecks which happened in the neighborhood of the light house *with a fixed light*, signaling since the 1st of November, 1837, Cape Grinez, at the S. W. entrance of the Pas de Calais, have been attributed to this light being mistaken for that of *Dungeness* on the English coast, situated at eight marine leagues to the north, 85° West of Cape Grinez.

A similar mistake must appear impossible when the horizon is clear, for as the lights of Grinez and Dungeness can be seen at the distance of seven or eight marine leagues, the one and the other are perceivable whilst crossing the intervals which separate them.

In less favorable atmospheric circumstances, confusion between these two lights seems still easy to avoid. It is in fact evident, that it can never take place when navigators come from N. E. As to those coming from S. W. they can ascertain on the sole inspection of the charts of the strait, that they can set under the same course of wind the two aforesaid lights, only by following directions nearing the situation of either of the two opposite coasts. But in such directions, the chances of a mistake should even disappear in approaching Grinez, *by the fixed light of the Point of Alpreck*, and in approaching Dungeness by the lights of the Ports of Hastings and of Rye.

Desirous, however, to obviate every chance, even the most improbable, of a dangerous confusion, the administration has decided that a *small additional light* should be paced on Cape Grinez, *from and after the first October, 1838*.

The new light will be placed at 50 metres W. N. W. from the present light, and its elevation will be about eight metres less.

This additional light will be varied by flashes every three minutes, and preceded and followed by short eclipses. Its visibility will hardly be half of that of the old light, that is to say, that in ordinary weather navigators will begin to see the new light at the distance of three or four marine leagues.

By order of the Minister of Marine.

The French Consul in Philadelphia,

HERSANT.

In the course of the important debate, which took place in the House of Lords last Tuesday, upon the state of our foreign commerce, and the depression and aggravating hindrances to which it has lately been exposed, we are glad to perceive that the Duke of Wellington plainly told the House and the nation the ultimate cause to which these aggressions and insults are to be attributed, viz: the weakness and "tottering condition of our naval establishment," brought about by a drivelling economy, which has paralyzed the right arm of our power to such a degree, that it is incapable of protecting the British merchant in his peaceful occupations, and allows foreign insolence to restrict and cramp his enterprising spirit with impunity. When it is recollected that one dockyard has been shut up, and the others so reduced, *matériel* and *personel*, that the whole, ever since the unwise upset of 1832, and the abolition of the Navy Board, have been, and still are, laboring under the disorganization naturally resulting from the disruption of a system of administration, which was the admiration and imitation of foreigners, and to which the celebrated Dupin bore ample testimony in his well known works. We sympathize with his Grace in his apprehension and conviction that our naval establishments are not only reduced to an impolitic extent, but that they are incapable of protecting the commercial interests of the country; and that the latter will decline unless we retrace our steps, and re-establish our naval supremacy. If it be not done soon, our greatness will be materially circumscribed in a commercial point of view; and as our mercantile navy is the source from whence our fleets must look for men, the downfall of the former must immediately occasion the destruction of the latter. Earl Minto himself admits that the reducing system has been carried too far, so that he is left without excuse if he does not endeavor to place our navy in such a position as to secure our commerce from insult from all parts of the world. Our rivals, desirous of extending their trade, see clearly that it can only be done under the protection of their cannon, and have absolutely created powerful navies since the peace, with that object. We seem all the while to have been sleeping, and under the pretence of a beggarly economy, to have allowed the moral effect produced by our command of the seas to dwindle away, resting satisfied, in fact, to be on terms of suffrance rather than those of command. British commerce was formerly respected, because it was well known that our men of war were always at hand to demand redress, or inflict proper punishment for aggression.

The reason why our foreign commercial relations are disarranged and upon the decline, has now been fairly stated; it is simply this: Our naval power has been allowed to be so much reduced, that our Government has been obliged to look tamely on, and suffer every kind of insult rather than proceed to the fearful extremity of demanding redress and exposing our weakness, by threatening that which we are unable to execute. Such is the effect of the retrenchments of our naval establishment. Let the merchants of England look to it before their commerce is more fearfully annoyed than it is at present. Now or never!—*United Service Gazette, Aug. 18.*

ARMY.

OFFICIAL.

SPECIAL ORDERS.

No 68, Sept. 27—Surgeon McDougall, now at Fort Howard, to repair to Fort Columbus and report to the Surgeon General.

Lieut. R. C. Smead, 4th Artillery, relieved from duty in the Engineer Department; and Lieut. A. E. Shiras, 4th Arty., from duty in the Commissary General's Department, and both ordered to Fort Columbus, to join their regiment, under orders for Florida.

Assistant Surgeon G. F. Turner, to accompany the 4th regiment of Artillery to Florida.

RECRUITING SERVICE.

Capt. J. B. Clark, 3d Infantry, relieved on the 30th ult. from duty at Boston, and ordered to join his company; to be succeeded by Lieut. J. L. Donaldson, 1st Artillery.

Capt. E. K. Barnum, 2d Infantry, relieved on the 30th ult. from duty at Utica, N. Y., and ordered to join his regiment in Florida; to be succeeded by Lieut. R. Allen, 2d Artillery.

One hundred recruits from the general depot, on the 28th Sept., joined the 4th regiment of Artillery, now on the eve of its departure from New York for Florida.

The new company (K) of the 2d Artillery, just organized at New York, ordered to proceed on the 4th inst. to join the head quarters of the regiment at Buffalo, N. Y.

Capt. S. Ringgold, 3d Artillery, has been ordered to Carlisle Barracks, there to organize and equip a company of light artillery, to the command of which he has been assigned. (On referring to the act of 1821, to reorganize the army, it will be seen that it is expressly provided that one of the companies of each regiment of Artillery "shall be designated and equipped as light artillery." Sec. 2.)

NAVY.

ORDERS.

Sept. 26—Chaplain W. Colton, Navy Yard, Philadel'a. Lt. S. E. Munn, detached from W.I. squad'n.

27—Sur. B. Ticknor, Fleet Sur., Med. squadron.

Master A. G. Handy, Navy Yard, Pensacola.

28—Mid. P. U. Murphy, Naval School, Norfolk.

Ass't. Sur. E. H. Van Wyck, ship Ohio.

29—Lt. R. B. Cunningham, N. Yard, Washington.

P. Mid. J. J. Forbes, do. do.

Oct. 1—P. Mid. G. W. Chapman, Rendezvous, Phila.

Mid. G. W. Grant, Naval School, Boston.

Officers ordered to the brig *Consort*, to be employed as a Government packet between New York and Vera Cruz.

Lieut. Com'dt. W. H. GARDNER

Lieutenants, W. McBlair, J. C. Sharpe. Ass't. Sur.

W. B. Sinclair. Purser E. Storer. Passed Mid. B. S.

D. Darlington, J. F. Armstrong. Mid. W. R. McKinney.

APPOINTMENTS.

Sept. 25—Elisha Fitch, Professor of Mathematics.

23—Edward Storer, of Maine, Acting Purser.

Albert G. Handy, Acting Master.

The dismissal of Gunner James M. Cooper, August 10, having been founded on an erroneous report, has been cancelled, and he is therefore still in service.

VESSELS REPORTED.

Ship North Carolina, Commo. Ballard, at Callao, July 13.

Ship Lexington, Capt. Clack, at Panama, July 29.

Ship Falmouth, Com'r. McKeever, at Callao, July 13, to sail next day for Valparaiso.

Schr. Enterprise, Lt. Com'dt. Glendy, at San Lorenzo, July 13, undergoing repairs.

Schr. Boxer, Lt. Com'dt. Nicholson, sailed in December last on a cruise to the N. W. Coast, and had not returned at the latest dates.

Ship Independence, Commo. Nicolson, at Montevideo, July 21.

Brig Dolphin, Lt. Com'dt. Mackenzie, at Montevideo, Aug. 17—all well.

MARRIAGES.

On the 10th Sept., at the residence of her mother, Mrs. T. Wright, by the Rev. Mr. Minard, CHARLES WILLIAM SCHAUMBURG, of New Orleans, to Miss ORLEANNA CHRISTY WRIGHT, of N. St. Louis, daughter of the late Major THOMAS WRIGHT, Paymaster in the U. S. army.

At Middletown, Conn., on Tuesday, 25th ult., by the Rev. John Crane, JOSEPH K. F. MANSFIELD, Captain U. S. Corps of Engineers, to LOUISA M., daughter of SAMUEL MATHER, Esq., of that place.

In Prince William county, Va., on the 2d inst., Dr. A. J. WEDDERBURN, of the U. S. navy, to SARAH A., daughter of GEO. JOHNSON, Esq., of Alexandria.